

Newfields Planning Board
January 10, 2005

Members present: Michael Price, Robert Devantery, William Meserve, David Dwyer, Mike Todd and Mark Kasper (Alternate).

Mike Price opened the meeting at 7:00 pm to discuss the Mill Woods Subdivision and River Run Realty Trust Subdivision.

River Run Realty Trust

Scott Frankiewicz from Beals Associates presented the River Run Realty Trust conventional and conservation conceptual plans. He reviewed the 13-lot conventional yield plan which is comprised of two subdivisions; a 3-lot subdivision on Halls Mill Road and 10-lot subdivision off of Old Lee Road. The 10-lot subdivision includes lot #2 of the 3-lots on Halls Mill Road; for a total of 12 lots. Both plans have been accepted by the Board. There is no open space. All lots meet the acreage and frontage requirements. The length of the road from Old Lee Road to the furthest point is 1,300 feet. This design would require four waivers. Two waivers are for road radii, one is for road length and the fourth is for pedestrian ways.

He presented the conservation (cluster) design next. This design has 16 lots. The roadway is shorter on this plan by about 400 feet. The furthest point on the loop road is 1,025 feet. There are 46 acres (70%) of open space and proposed public access off of Halls Mill Road; for a total yield of 15 lots. They are requesting a 5% bonus for view shed and a 5% bonus for public access. This design requires three waivers. One waiver is for center line road radius. The others are for road length and pedestrian ways.

Michael Price mentioned that he spoke with Town Counsel regarding the road length waiver. He suggests that the Board allow the waiver because the ordinance could have been interpreted in many different ways before it was amended. The regulation was amended at the November meeting and has become more restrictive as well as better defined. The denial of the waiver cannot be supported in a court of law according to Town Counsel. Mike Todd did not agree with the waiver. He pointed out that without the waivers the yield could not be 13 lots to begin with. Bob questioned the bonuses. Scott reviewed the formula used for the yield plan and discussed the bonuses for view shed and public access. There would be a total of 19 lots on the plan with bonuses and 16 lots with no bonuses. Going with the conservation plan would eliminate the lots on Halls Mill Road.

Tracey Bentley asked about preserving the walking trails on the property. She showed the Board where the trails were located.

Robert LaBranche asked how the 400 foot cul-de-sac rule originated. David explained that it was a safety issue. Reuben Hull explained that he sees no background or reasoning for the 400 foot cul-de-sac length. He believes that a waiver up to 1000 feet would be reasonable. He stated that the function of a loop road is the same as for a cul-de-sac.

Mr. Falzone mentioned that it is the formula that determines the number of lots under the cluster subdivision. He asked which plan the Board would like them to pursue. The Board would like the developer to go with the 15-lot plan dated 1/10/05 and to take a look at the trails. Reuben Hull will be sent the conservation plan for review. Discussion will continue at the next meeting on Thursday, January 20th.

Mill Woods Subdivision

The Board reviewed Steve Keach's letter. Traffic issues were discussed first. Christian began by addressing the TEC Engineering letter prepared by Kevin Dandrade. The following off-site improvements were commented on:

1. Christian stated that there is a severe vertical curve at the end of Halls Mill Road that does not meet AASHTO standards. He prepared a revised profile of the road showing a 25mph, 30mph, and 35mph curve. Lowering the road to meet the design criteria will result in a cut and retaining walls.
2. Existing driveways on Halls Mill Road have inadequate site distances. Kevin's recommendations were to install warning signs for blind driveways with supplemental warning placards for 20 mph along sections of the road. Also, convex mirrors for approximately one half dozen of the driveways. Kevin mentioned that some residences have brush at the end of their driveway and trimming the brush could easily rectify the poor site distances.
3. Lower the profile of Piscassic Road just west of Halls Mill Road. According to Kevin, this can be done within the NHDOT right of way without impacting the existing stone wall.
4. Realign the intersection of Oaklands Road and Piscassic Road to a standard T-type intersection and improve the vertical profile of Oaklands Road. Lower the profile of Piscassic Road to get the stopping distance required for traffic traveling on Piscassic Road.
5. Widen Piscassic Road where it intersects Main St. (Route 85) and provide a separate left and right turn lane. Christian noted that they would have to work with NHDOT on these issues.

Christian mentioned the three waiver requests which Kevin reviewed and recommends the approval of. The three waivers are:

1. A 205-foot horizontal centerline radius.
2. 8% centerline slope through horizontal curves.
3. Pedestrian Ways

Kevin stated that the request for waivers on two of the road curves will actually reduce the speed of traffic on Pioneer Farm Drive and the Rockingham Trail. The waivers are required to retain the garage on the Haughton property and to minimize wetland impacts. The design speed is 25-30mph. The waivers are not unreasonable and he recommends their approval.

Bill Meserve asked if Kevin thought there were any benefits to putting in sidewalks. Kevin stated that there will be four foot shoulders outside the traveled area which is plenty of room for walking. He recommends that the Town require the developer to contribute to the planned sidewalk construction project along Route 87 rather than create new sidewalks in the subdivision.

Pioneer Farm Drive will be classified as a major road with an average daily traffic volume of 500 vehicles per day or greater. All other roads are minor. Halls Mill Road would have 15-20 vehicles trips per day.

David Pickett felt that more traffic would travel down Halls Mill Road because of the intersection at the end of Pioneer Farm Drive. He asked if intersections discourage traffic. Kevin informed us that preference is based on travel time and an intersection will not deter traffic from using the main entrance. There will be no wait time at the entrance traveling onto Route 87. Distance is the main deterrent. The current design of Halls Mill Road extension would have the least impact on the scenic road.

Tracey Bentley suggested having Mr. Falzone contribute money to public transportation. She would like to see more public transportation in Town and is willing to promote it. She would like to see bus stops throughout Newfields.

Posting Halls Mill Road with a 20mph sign would help slow traffic down. Kevin noted that 20mph is not practical and David Dwyer mentioned that it is not enforceable at that speed. They would

like Kevin to look into whether or not the speed can be lowered to 20mph. Doing away with any curves or crests will increase the speed on the road.

The last issue that Christian mentioned was the test pit requirements. The conventional plan had two test pits per lot. On the conservation plan some lots have a single test pit and they need to know if that is sufficient data for the Board.

Steve Keach noted that one test pit on each lot would be adequate and granting that waiver would be reasonable.

He continued to comment on his review of the plan. He pointed out that State permits will be necessary prior to any approval by the Board. He talked about land affected by municipal boundaries and the fact that the Town of Newmarket would need proper notification for approval of the plan. Approval in one town would be conditional upon approval by the other town.

Steve stated that Newfields currently has 500-550 dwellings. This would increase the population by 16%-18%. He recommends that the Board request and require the applicant to prepare and submit a community facilities impact study prior to approval. This would identify the true impact of the subdivision and any public facilities that may require mitigation.

He recommends a detailed phasing plan be submitted by the applicant so that the Board knows what to expect.

The applicant needs to apply for and receive a conditional use permit from the Board for various impacts to wetlands proposed for roadway and infrastructure construction. Christian noted that a conditional use permit has been submitted and is on file at the Town Office. Steve is happy with the avoidance and minimization of wetlands impacts on the plan. Dredge and fill permits should also be produced prior to approval. There is a provision in the zoning ordinances that require the approval from the Board of Selectmen when doing work within a flood hazard area. The applicant should demonstrate that "the flood carrying capacity of altered or relocated waterways can and will be maintained".

Steve supports the conservation subdivision concept. He recommends that the Board pay special attention to the Standards of Approval section of the Conservation Subdivision Ordinance. Section X (e) includes that the granting of the conditional use permit will not result in undue municipal expense. Section X (g) focuses on the adequacy of community facilities and fiscal impacts. The above criteria are necessary for the issuance of the conditional use permit.

He recommends the applicant submit draft copies of those legal instruments and documents that provide for the continued protection of open space. These documents should be reviewed by Town Counsel for approval.

Steve recommends that notes be added to the plans for underground utilities and the number of parking spaces per dwelling units.

He referred to Section XVII of the Conservation Subdivision Ordinance that states "any conditional use permit shall expire if active and substantial development or building has not begun on the site within 12 months after the date of approval. He suggests that the level of completion be defined prior to approval. He informed the Board that there is a change in state law this year that encourages, if not requires this to be done. RSA 674:39 provides for a four year protection of subsequent changes to planning and zoning.

Steve mentioned that lot 82 on the proposed plan appears to have 74.33 feet of frontage instead of the minimum 75 feet.

He said that at the November 18th meeting there was much discussion on baseline density which was determined to be 80 lots. With the bonuses there would be 88 lots. The proposed conservation subdivision plan depicts a total of 75 single family building lots, plus a total of 13 duplex units to be situated on a 76th "new" lot. This would result in 101 dwelling units. Steve brought this up because he wanted to make sure that the Board was aware of the fact that there would now be 101 dwelling units. Bob confirmed that this is what the Board requested.

Steve supports the waiver request for the smaller radius curves. He likes the serpentine geometry of the roadway. The other waiver request dealt with vertical and horizontal alignment and he also supports that waiver. He would like to see a site plan review for the 26 units in the condo area. This would detail where the water is coming from, where the sewage is going, what the lighting is going to be, landscape, etc.

This plan is designed on the presumption that the waivers will be granted. Christian would like the waivers to be discussed and voted on at the next meeting.

Discussion of the Mill Woods Subdivision will be continued next month.

With no further business to discuss, the meeting adjourned at 9:30 pm.

Respectfully submitted,

Sue McKinnon